VISIT TO ILLINOIS WING. Your humble correspondent spent the 3d and 4th of November with the Illinois Wing commander and his communications officers. On the 3d, a meeting was held at the wing headquarters in Springfield which was attended by communications officers from the various units in the southern part of the state. We had the pleasure of working in a radio net of which the wing headquarters station was net control. Contact was made with Omaha, Nebraska, and it is our understanding that some of the messages were relayed to the California Wing. The Illinois Wing has an excellent headquarters station of which Illinois members are justly proud.

A second meeting was held in Chicago on November 4th so that an exchange of views and information could be carried on with the communications officers of the northern units of the Illinois Wing. Captain Lloyd Reckner is wing communications officer, and at the Chicago meeting he presented many problems, some of which will be discussed later in this bulletin. An impressive thing about this visit was the fact that while there is no state-wide net organized as yet, the communicators in this wing seem to be of the calibre who will form the nucleus of a good technical communications organization. When our national supply officer has completed his procurement program and the wings have the equipment needed for their nets, the Illinois Wing will be able to attract enough of the right men to fill their ranks.

WHERE DO YOU FIND IT? Our Illinois friends called our attention to the fact that obtaining longtitude and latitude for a specific location may be a trying search in some localities because there seems to be no particular city or state agency charged with the responsibility for maintaining such information. The Federal Communications Commission advises that they have no ready answer for this problem because it has always been the responsibility of the applicant to state the latitude and longtitude, and the source of his information is not required in the application form.

Judging by the forms processed by this headquarters, it would appear that many communications officers have found the answer to this problem. To aid the uninitiated, it is requested that communications officers send us the names of agencies who can tell where a feller stands on this good earth.

MAXIMUM POWER OUTPUT. Paragraph 4c of CAP Regulation 100-2 gives the maximum power output ratings for which CAP transmitters may be adjusted. Since they who construct transmitters usually base their power computations on the maximum power input to the final amplifier stage, it is a good rule of thumb to assume that the maximum power output is 75% of the power input to the final. This is doubly safe, in fact, because FCC usually follows that formula.

A practical way to measure the power output is to use a field strength meter. Where such a meter is not available, readings taken from the antenna circuit will give a fairly good indication, depending upon the efficiency of the antenna system.

TOLERANCE--A VIRTUE. Contrary to the connotation of broadness ascribed to the word "tolerance," it is a very narrow thing when applied to CAP frequencies. Let us call your attention to paragraph 4, CAP Regulation 100-2 which states that "transmitting equipment must be capable of maintaining carrier frequency, without readjustment, within .01 per cent of the assigned frequency." Courteous treatment of others on adjacent frequencies requires that we be meticulous in this matter.

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The Federal Communications Commission informs this headquarters that many applications are coming through which state that the transmitter concerned will hold its frequency within .02 per cent of the transmitting frequency. While FCC has taken a liberal view so far, this is a discrepancy; it is, therefore, incumbent upon the wing communications officers and others of us responsible for the processing of these forms to insure that the proper .01 per cent tolerance is listed on the forms and actually maintained by the transmitters. This headquarters will do its part by returning for correction all forms which do not list the proper tolerances, but alertness on the part of responsible wing officers will preclude such action.

WATCH THE GAB. The attention of all commanding officers and communications officers is called to paragraph 2 of CAP Regulation 100-2 which states the purposes for which CAP radio stations may be used. It will be noted that while much latitude is given in the types of messages which may be transmitted no authority is contained therein for the conduct of "hamfests." Unrestricted communication among the various wings causes no confusion or undue interference at this time, but when all wings have established the radio nets which are anticipated a serious problem will arise if indiscriminate "hamming" is allowed to continue.

A diagram of the national radio net which this headquarters envisions was contained in Communications Bulletin No. 2, 2 June 1947. This net is the goal toward which every wing communications officer and his subordinates should work.

A member of the Civil Air Patrol Board reports that certain Civil Air Patrol stations were heard conducting inter-wing traffic which apparently was not official business. If wing commanders discharge the responsibility with which they are fixed in accordance with paragraph 5b, CAP Regulation 100-2, such broadcasts would not be likely because all stations in the wing would be under control.

WHO'S WHO. Cadet Jimmie Davis of the South Carolina Wing holds a first class commercial operator license which he obtained entirely through his own efforts without benefit of private tutoring or other type of instructional assistance. This should encourage those communications officers who hold "ham" licenses and feel that acquisition of a second class operator license would be beyond their experience. If this 17 year old gentleman can obtain the highest grade of commercial license through his own efforts, it should be relatively simple for an experienced "ham" to get a 2nd class commercial ticket.

Cadet Davis is well into the advanced stages of his regular cadet training. Besides all that work, he finds time to see through various communication assignments given him by his CO. His employers are glad that he remembers them, too, once in awhile since he is radio engineer for their broadcast station.

Frank I. Adams

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